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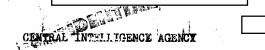
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eastern section of the field was not completed. Building material continually arrived during the Winter of 1947/1948.

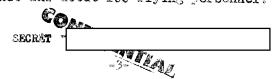
- 3. The field was occupied by about 1,500 parachutists wearing blue epaulets with parachute badge.
- 4. Parachuting has been observed from a captive balloon. Two men jumping together were observed in July and rugust 1947. The dropping of ombs suspended from small parachutes was seen in the first half of 1948.
- The airfield south of the road to kiev, on the western perimeter of Borispol, was about 3,000 meters long. It had raile road connection to the north and a ST-NW concrete runway. The heavily damaged airfield was under reconstruction and expansion after the war. The landing field had extensive draining facilities.
- 6. your five-story pilots' barracks, each 20x80 meters, were in the eastern section of the field, the frame work of which was completed in the fall of 1946.
- 7. About 2,000 engineer soldiers of a soviet Army construction unit were employed for construction work at the field. There were no circust or flying personnel up to october 1948.
- 8. The sirfield south of the new road to kiev had a railroad connection and an new dimension of about 2 km. Reconstruction work at the destroyed field started in May 1947. About 1,200, soviet engineer soldiers were employed at the field for reconstruction work in the apring of 1948.
- 9. The frame work of the following buildings was completed by october 1948: dispensary, an administration building, each about 12x20x60 meters, and several small buildings. The following work was planned for 1949? reconstruction or construction of hangers, quarters, and other field installations, and concreting of the landing field. No cement runways were available.
- 30. Only the southern section of the field was serviceable. It was occasionally used by aircraft.
- II. The airfield west of Berispol was about 1x2.5 km. Extensive grading tork done on the landing field after May 1948 and the construction of barracks buildings had been under way since june 1948.
- 12. Two four-story barracks buildings were ready for occupation and the frame work of three buildings was completed by October 1948.
- 13. Individual biplanes landed at the field after the summer of 1948. Parachuting from twin-engine transports was observed since July 1948.

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- 14. Trading both as done on the landing field after July 1948. Wight trectors plowed the entire realthich was then proced by rollegs. A sall strip in the southern section was not graded in povember 1948.
- 15. The following work was done ofter early August 1948 (see also Annex):
 - ay The laying of concrete pipes, about ou ca in diameter, in ditches all over the landing field. The pines terminated in a amin ditch southeast of the field.
 - b. The excavation of two ditches, about 50 maters wide and 70 cm deep, 100 to 120 meters apart, in 12-W direction across the entire field area. The excavated soil was put on the western edge of the field.
 - . The reconstruction of three destroyed buildings, previously three-storied, about 400 meters south of the new theroughfare east of the railroad spur track. Each building was about 20x60 meters.
 - d. The installation of six large steel containers, each at least double the size of a railroad tank, in the southeast corner of the field. The containers were horizontally dug in.
- 16. The 1,500x2,000-meter dirricld west of Borlopol was being improved and expended.
 - a. Work was being done on a diagonal runung which was topped by rough concrete all bs, Your slabs lyin; side by side.
 - b. A runney with a top layer of rough concrete slabs, in a width of three slabs was in operation after the Junior of 1947.
 - c. A third runway with a mocadam cover, parallel to the second runway, was in operation.
- 17. The following installations were in the northern and neitheastern sections of the Airfields
 - a. A three-story building with workshop
 - b. A flight control station under construction c. A hongar under construction.
- 18. The field was occupied by:
 - o. Two twin-engine sireraft with single rudder assembly, leading edge of things tapering to the rear, trailing edge str ight. Two captive balloons and 8 to 10 biplanes.
 - b. A parachute unit and about 100 flying personnel.



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